

**Amendments To The Claims:**

Please amend the claims as shown.

1 – 7 (canceled)

8. (new) A method for heating an exhaust gas catalyst of an internal combustion engine having, an inlet tract with a throttle valve arranged within the inlet tract, a combustion chamber with gas exchange valves in the form of an inlet and outlet valve, an exhaust line with an exhaust gas catalyst arranged the exhaust line, a blower device for pre-compressing the air supplied to the combustion chamber, a device for setting the valve overlap and valve lift of the gas exchange valves, an injection valve for injecting fuel directly into the combustion chamber, a device that determines the amount of fuel required to be injected for homogenous operation of the internal combustion engine, and after detection of a cold-start of the internal combustion engine, comprising:

switching to a lower valve lift and increasing the induction manifold pressure by completely opening the throttle valve and pre-compression of the air by supercharging, in order to generate a positive pressure drop from the inlet side to the outlet side of the internal combustion engine;

setting the valve overlap of the gas exchange valves in order to deliver at least part of the air supplied by the blower device as flushing air directly from the inlet side to the outlet side of the internal combustion engine in the exhaust line; and

injecting fuel directing into the combustion chamber so that injection begins after closure of the outlet valve.

9. (new) The method in accordance with claim 8, wherein the coolant temperature is used as a criterion for a cold-start of the internal combustion engine.

10. (new) The method in accordance with claim 8, wherein the coolant temperature and the shutdown time of the internal combustion engine and/or the ambient temperature are used as a criterion for a cold-start of the internal combustion engine.

11. (new) The method in accordance with claim 8, wherein the values for the valve lift are experimentally determined and entered in a storage device of a control device regulating and controlling the internal combustion engine.
12. (new) The method in accordance with claim 8, characterized in that the values for the valve overlap are entered in a storage device of a control device controlling the internal combustion engine, depending on operating parameters of the internal combustion engine.
13. (new) The method in accordance with claim 12, wherein the aspirated air mass, the speed and the monolith temperature are used as operating parameters for the internal combustion engine.
14. (new) The method in accordance with claim 8, wherein the ignition angle is impeded.